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TRANSPORTATION FACILITIES EXPANDED

1,500-METER TUNNEL TO REPLACE CUT -- Slovenski Porocevalec, No 17, 20 Jan 50

A new passenger railroad station will be built in Split in the near future and north of the city a large freight station will be built. Both railroad stations will be connected by a 1,500-meter tunnel, which will replace the deep cut which has been used thus far. The entire commercial traffic of Split Harbor will be transferred to the new North Harbor, which will be able to accommodate 15 trans-oceanic ships simultaneously. Also, ports will be built by Vranje and Solin in the near future. The Vranje port will be able to accommodate 1.2 million tons of merchandise. Special industrial railroad tracks will be constructed from Split to the factories in Kastelanski Zaliv (Kastel Bay) and to the new "Jugovitiil" Factory in Kastel Sucurac. Kastel Sucurac will also acquire new railroad stations for freight. A road 35 meters wide /sic/ and a new double-track railroad will be built in the near future between Split and Solin.

It will be necessary to enlarge the Split harbor because Split has recently been connected by means of the Una railroad line with the northern part of Yugoslavia from Zagreb to Belgrade, which will increase its harbor traffic. In addition, it is expected that a part of the transit traffic of other countries will also head toward Split.

The construction of the standard-gauge railroad from Split, across the Sinjsko Polje, to the Livanjsko Polje is also connected with the above construction plans. The railroad will greatly facilitate the exploitation of the local high-grade coal, which is already replacing anthracite in cement factories. At present trucks have to transport the coal from Livno to Split. The Split-Livno railroad will be enlarged later and connected with the standard-gauge railroad net of Bosnia and Hercegovina. In this manner, a second connection between Split and the north will be established.

CONSTRUCTION OF RAILROAD BEGINS -- Rad, No 18, 21 Jan 50

Construction work on the Novi Pazar-Raska Railroad began recently. This is the greatest project under the Five-Year Plan for the Sandjak. The railroad is expected to be completed by 7 July 1950.

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"JASENICA" FACTORY ENLARGED; NAME CHANGED -- Rad, No 16, 19 Jan 50

The old "Jasenica" Railroad Car and Bridge Parts Factory in Smederevska Palanka, Serbia, is being expanded and its name changed to the "Dragoslav Djordjevic Gosa" Railroad Car Enterprise.

After the liberation, the "Jasenica" Factory began to produce "CAH" railroad cars and third-class passenger cars. In 1949 the factory began producing first- and second-class passenger cars. With only a slight expansion of the factory, the postwar production of steel parts rose to two or three times what it was before the war, and its production of railroad cars rose to three times the prewar amount.

Next to the "Jasenica" Factory a huge building covering 30,000 square meters is being erected. Four-axle railroad cars of all classes and steel parts will be produced here. It is estimated that 30 times as many railroad cars will be serially produced in this plant as were produced in the "Jasenica" Factory before the war. Cars will be assembled at this main plant. However, there will also be auxiliary workshops on the sides of the main plant's floor to furnish the assembly parts.

The hall is 110 meters wide and 300 meters long, and will be arranged in such a manner that work will be done on 80 cars simultaneously. Moreover, the main plant's floor will be divided into six sections, which will have two tracks each for ten working areas. Eight cars will be assembled simultaneously, one on each of the eight tracks. When the main operations on these eight cars in the first working area have been completed, the cars will be transferred to the next working area, and so on. For every ten of these main operations, auxiliary workshops will be constructed to supply the working areas with assembly parts.

The plant will be able to produce two types of railroad cars simultaneously, because it will have two sets of fitting shops, shops for making car doors and windows, carpenter shops, paint shops, sheet-iron shops, and electrical appliance shops. The building will be equipped with 7,000 square meters of windows. The foundry, the forging shop, and the machine shop have already been built. By the end of 1951, it is estimated that 1,000 family apartments and 300 bachelor units will have been built on the Palanka-Smederevo Road.

TO BUILD ROAD AND TROLLEY TRACK -- Slovenski Porocivalec, No 22, 26 Jan 50

In a few years a broad highway and an adjacent double-track trolley line will be constructed from Zagreb through Zagrebacka Gora (Zagreb Mountain), to Stubica. Two tunnels, 5,420 and 186 meters long respectively, will be dug through the mountain. Construction work on the highway and on the small tunnel began in 1948. In 1949 work began also on the large tunnel. By means of the electrified trolley the trip between Zagreb and Stubica will last 45 minutes in comparison to the 3 hours which the train requires, as it has to go around Zagrebacka Gora.

The large tunnel will be one of the longest tunnels in Yugoslavia, and also the widest. The highway in the tunnel will be 10.6 meters wide, and the tunnel itself will be 6.6 meters high. The trolley tracks will be laid on both sides of the highway through the tunnel, and a walk for pedestrians will divide the highway.

The highway as well as the trolley line have been built as far as Dolje. The small tunnel beyond Dolje should be completed by March 1950. After the small tunnel is completed, the road construction enterprise will extend the highway and trolley line as far as Medvenica, where the large tunnel begins. Thus far 217 meters of the large tunnel have been dug from the Zagreb side and 210 meters from the Stubica side.

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NEW PORT TO BE BUILT -- Slovenski Porocevalec, No 22, 26 Jan 50

In 1949 the construction of a new standard-gauge railroad between Ploce and Saraajevo began. Because the new railroad will permit an increase in traffic through Ploce, its harbor will have to be enlarged. Thus far 400 meters of operational wharf as well as the temporary wooden wharf for small passenger steamships have been made available for traffic. The port of Ploce is frequented by large transoceanic cargo ships.

As late as 1948, the harbor had only wooden warehouses and wooden barracks and only one concrete building. Since 1948, new warehouses for goods in transit have been erected. In 1949 the federal Ministry of Navigation established a special administration for the construction of Ploce harbor. It is estimated that Ploce alone will eventually have several tens of thousands of inhabitants. By spring of 1950 the aqueduct from Klokun, which is 4 kilometers away, as well as the 30-kilometer power line will be completed. The investment plan for 1950 calls for 35 housing projects for workers. A railroad station is also under construction.

2 ADDITIONAL SHIPS SALVAGED -- Slovenski Porocevalec, No 19, 22 Jan 50

The "Brodospas" Enterprise salvaged the passenger ship Beograd and the motor ship Ligurija during the past few days. The Beograd was sunk by the Allies in Zadar harbor in 1944 at a depth of 10 meters. It weighs 864 gross-registered tons and is 65.5 meters long and 8.7 meters wide.

The Ligurija, which was sunk in the Sveti Ante channel near Sibenik, is 33 meters long and 6.5 meters wide.

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